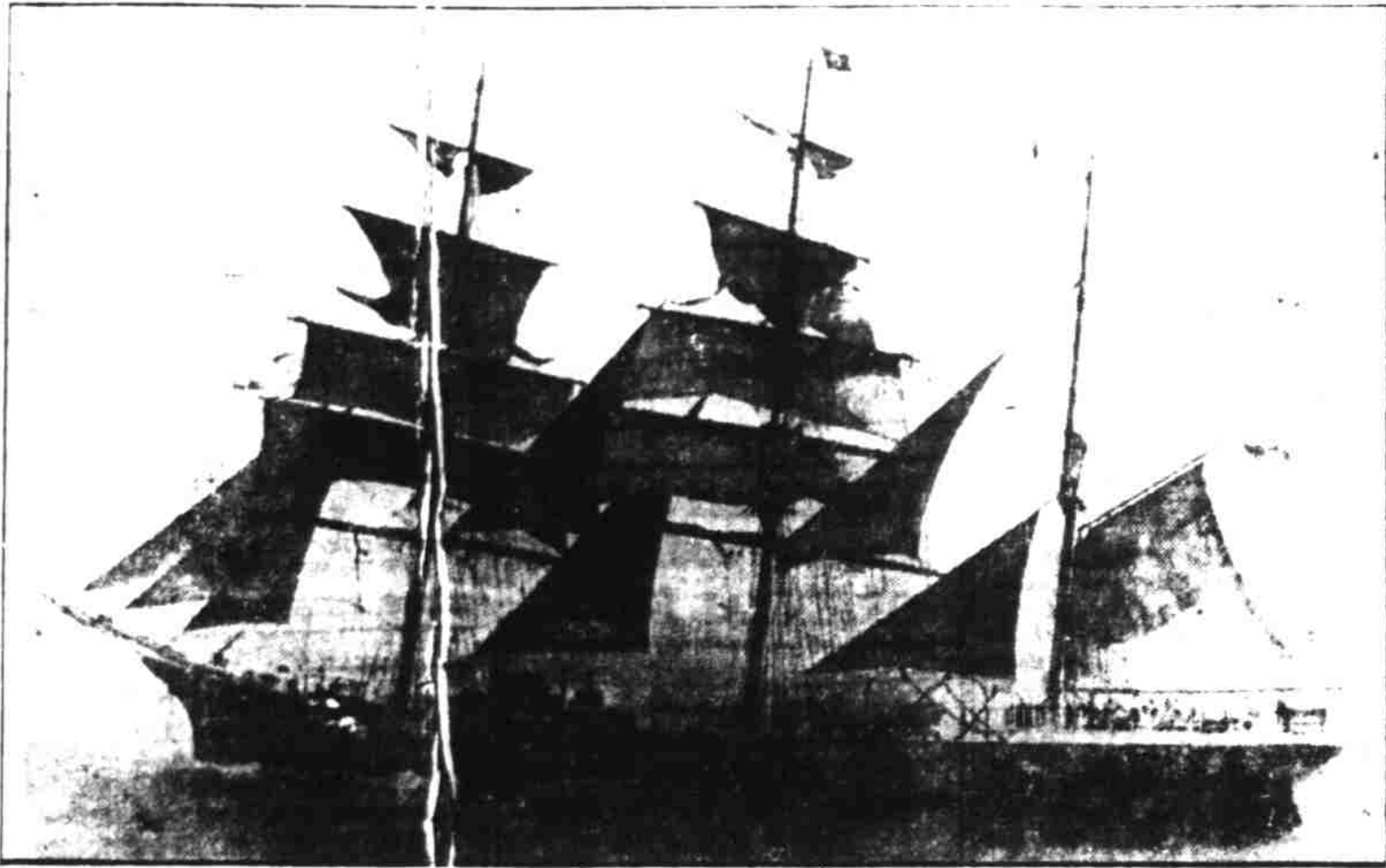


'Rithet's Captain Tells of Tragedy at Sea Crew Routed in Day's Battle With Flames Spuds and Water Only Food For Ten Days



Matson bark Rithet destroyed by fire at sea on July 24

Unassumingly thankful that they had been saved from a watery grave, Capt. K. Lindberg, officers and crew of the R. P. Rithet told today of the fire which destroyed their ship at sea and of their ten-day voyage of nearly 500 miles to land and safety at Port Allen, Kauai.

Flooding of the engine cylinder head with oil from a feed pipe broken by the vibration of the vessel is held responsible for the fire. It was discovered by H. A. Houston, the first engineer, who was on watch at about 3:30 o'clock Tuesday morning, July 24. When the blaze flared up he grabbed a fire extinguisher and attempted to stop the fire. Unable to do so he rushed up to the officers' sleeping quarters and called the chief engineer, E. Emmerick. Returning they discovered the blaze had made such progress that it was impossible to curb it.

Going back to the sleeping quarters of the ship's officers all were aroused. Aft and asleep when the fire started, there were besides the captain and chief engineer, the following persons: M. Page, first officer; M. Olsen, second mate; E. Lungren, third mate; Charles Shear, second engineer; the ship's carpenter and the after messman.

Engine Room Aflame
By the time they were aroused, the housing on the main deck was filled with smoke and the engine room was a mass of flame. So rapid was the progress of the fire that a few moments later it would have been impossible for the officers to have made their way forward along a narrow passageway.

Fearing that an explosion would result when the oil supply tanks were reached by the fire, the captain gave orders to launch the lifeboat which was stored beneath the under housing. As the steering wheel was aflame amidst the flames, the ship could not be brought about and it was necessary to launch the lifeboat on the weather side. The captain thinks that they got the boat over into the water in about 30 minutes.

With all the crew in the boat they pulled away from the ship about 2 1/2 yards and lay waiting for daylight. Sometime before daylight a great amount of smoke and flames shot up from the ship and it was thought the expected explosion had resulted. As the immediate danger did not seem great the captain ordered a part of the crew placed aboard the vessel to attempt to secure provisions and water and to fight the fire. Then all day but no lessening light began. With two lines of hose through which the water was forced by the donkey engine, the streams of water were turned on the flames. But with little avail. Two big holes in the stern of the boat had been burned by this time and the Rithet began to slowly sink, stern first.

Nevertheless the fight against the fire was not given up until about 10 o'clock that night, and then not until the hot decks began to buckle, guns seemed appearing one after the other in the deck, beneath which the fire was burning half way to the main hatch which the fire fighters had attempted to keep clear of the flames.

There was plenty of water in the tanks forward to take off in the lifeboat but a scarcity of containers and the capacity of the lifeboat made it impossible to take a large quantity. Potatoes were the only eatables which could be reached. It was these, issued twice a day, morning and night, with about half a pint of water daily, on which the 16 members of the crew subsisted for the 10 days' voyage in the open boat.

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HARBOR NOTES

The steamer Kestrel is due to sail at noon today for Fanning Island.

The six masted barkentine, E. R. Sterling, now at the navy piers, has practically completed taking on ballast and will sail early this week for the coast.

Somewhere between Guam and the Philippine Islands, the cable line has been broken and communication between Honolulu and Manila is made by sending messages by the way of Japan and the China coast.

The following sugar is awaiting shipment on Kauai, according to Purser Thompson of the steamer Kinau: Kekaha, 10,433 sacks; Hawaiian Sugar Company, 15,977 sacks; Grove Farm, 2975 sacks; McBryde, 55,849 sacks; Koloa, 8770 sacks; Kilauea, 6500 sacks; Lihue, 8720 sacks.

The following freight was discharged yesterday by the steamer Kinau from Kauai ports: 5000 sacks Kekaha sugar; 55 head cattle; 140 bags rice; 55 bags taro; 40 bags molasses; four drums molasses; 13 bags empty bottles; 11 bags peanuts; 31 cases pears; six bales wool; 173 packages sundries.

A young Ecuadorian naval officer has recently invented an automatic alarm for navigating purposes, which serves to notify the master of a vessel of any deviation of the course, and thereby preventing accidents that might occur through negligence of the person at the wheel. A test of the system was made in the Guayaquil harbor recently, on the national gunboat Patria, in the presence of a number of interested people, which proved in every manner successful.

Delayed by the difficulty experienced in getting a passport by Miss Eleanor Patterson, the British steamer Kestrel did not get away to Fanning Island on Saturday afternoon as expected. The Kestrel was to sail at noon today for the South Sea Islands. Miss Patterson, who is a young nurse, is going to Fanning to marry Roderick Lamb, manager of the Fanning Island plantation. Mrs. Doris E. Paris and Miss Scott of Honolulu are also to make the round trip to Fanning island to attend the wedding of their friend. As the Kestrel is not a licensed passenger-carrying vessel, the ladies will sign on as stewardesses.

WINDJAMMER FROM PUGET SOUND AT HILO

(Special Star-Bulletin Correspondence)
HILO, Aug. 3.—The Wilmington, a steam schooner, from Port Angeles, on the Puget Sound, loaded with lumber, steamed into port yesterday and docked at Kuhio wharf. Her cargo of 1,000,000 feet of rough lumber is all consigned to the Hilo Mercantile Co., and it will be unloaded as fast as facilities are provided by that company will permit. After this cargo is disposed of, the schooner will sail for Honolulu, to take on a full cargo of pineapples, leaving direct for San Francisco.

The Wilmington is one of the fastest sailing boats of her kind on the Pacific, having made the trip from the Puget Sound to Hilo, a distance of 2,300 miles, in 15 days. She expects to make the trip back to San Francisco in 10 days.

Capt. Holme, skipper of the schooner, stated that the trip to Hilo had been a very pleasant one. There had been no occasion to institute meatless days on the trip, as flying fish, by voluntarily landing on the deck of the boat, had always kept the larder full. "But I am counting the days when we'll get back to Frisco," continued the captain, "as I have a young wife and a new skipper awaiting me there."

T. K. K. IMPORTS STEEL FROM SAN FRANCISCO

Since Mr. Asano, president of the Toyo Kisen Kaisha, established his shipbuilding yard, near Yokohama, he has been importing most of his steel materials from San Francisco, on account of which steamers bringing his consignments have had to prolong their stay at Yokohama. Seeing that this state of affairs detrimentally affected the fulfillment of the mail contract with the government, for which the company receives an annual subsidy, it was decided by the company that no T. K. K. liner hereafter shall carry more than 1000 tons of steel material.

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MOTORSHIPS TO BE READY FOR SERVICE SOON

Several of the motorships nearing completion at Portland and on the Columbia river likely will be launched at about the same time. In the next month or so there will be a number which will take their initial dip. Soon after the middle of the summer more than a dozen of the vessels under construction will be available for placing in service.

Two of these are the Aloha and Beta, turned out by the Peninsula Shipbuilding company, and now lying in berths at the yards awaiting installation of their machinery. Two or three more carriers for M. A. Snyder of New Orleans are being hurried to completion at the yards of the Columbia Engineering works.

In July the large wooden composite motorships built by Simple & Ballin will be launched and a few weeks later they will be in shape to go in commission. The construction of these vessels did not start until well along in April and in a short six weeks more they will be ready to vacate their berths at the yards. All of the framework is up and the inside planking is being placed on them. Mechanics also are putting in the two decks.

Spot tonnage will be materially increased on the coast following the completion of these and the several other vessels in local yards. The Simple & Ballin ships will handle an aggregate of 8000 tons. The capacity of the average sized wooden vessel being built on the river is about 2000 tons.

Although tonnage has been charged far in advance recently, none of these vessels has been engaged so far as is known among local builders. They are being built for various owners who may load them on their own account.

PRIZE CLAIM OF SEAMEN DISALLOWED BY ENGLAND

The British prize court has disallowed the claim for a prize bounty of £6000 in respect to the destruction of the German fleet at Tsingtau, the German fortress on the coast of China November 7, 1914, says the Coast Seamen's Journal. The claimants were the officers and crews of H. M. S. "Triumph" and H. M. S. "Usk," which took part in the operations before the fort and harbor by bombardment and blockade. During September, October and November, the military forces of Great Britain and Japan operated against Tsingtau, in the harbor of which the Austrian cruiser "Kaiserin Elizabeth" and five German gunboats and one torpedo destroyer. These vessels were not visible to the two British ships, which, however, bombarded them with the assistance of a Japanese wireless observation station on shore. It was claimed that as a result the Austrian cruiser was blown up, and that crews of the other German vessels sank them because they knew that the British ships prevented their escape.

PASSENGERS ARRIVED

By steamer Kinau, from Kauai, August 5.
J. Valentine, J. Benedict, Miss John son, Capt. Lindberg, P. H. Page, Olsen, Lungren, Emery, Austin, Shears, Hans Nelson, T. Mooney, A. Gouvin, E. Rodes, E. Anderson, Mover, Carl son, Dickman, C. Hoffman, Mrs. T. K. A. Arosa, C. Children, Mrs. Kobayashi and two children, J. Taketa, Mr. and Mrs. A. S. Wilcox, maid and chauffeur, Mr. and Mrs. Z. K. Myers, Mr. and Mrs. F. Weber and daughters, A. Horner, Dr. L. Case, Sam Kanakani, E. Cropp, Mr. and Mrs. J. Coney, R. Menary, C. Webber, Mrs. Bush, Mr. and Mrs. J. Coomber, Mrs. W. K. Peters, Miss Jordan, E. Palama, B. D. Hammond, Mrs. Johnston and daughter, Miss Jacintho, Mrs. Cambra and three children, Mrs. Fritsch, K. Hamada, Mrs. Von Seggens and daughter, K. Nakamura, J. Kwasaki, W. Kanakani, M. Young, S. Chan, Y. Van, W. Kanakani, K. Kura, Mr. and Mrs. F. Ellis and two children, I. Brandt, Mr. H. Long and three children, Miss N. Goman, Mrs. E. Fusi and two children, Mr. and Mrs. E. Reyher.

PASSENGERS EXPECTED

The following passengers are booked to sail by the S. S. Manoa leaving San Francisco August 11: Mr. and Mrs. A. C. Linklater, R. H. Hammonds, Mrs. M. A. Cottrell, Mrs. Annie Lyckett, Mrs. Kennett, Mr. Duffey, Harry H. Stone, Fred Sackwitz, Dr. Samuel Zeldun, C. J. Lobdell, Walter E. Edwards, F. E. Scott, Miss Maude Woods, Mr. and Mrs. Walter A. Powell, Miss Mary Herzog, Mr. and Mrs. E. E. Yortz, Miss Amanda G. Csilio, Mr. and Mrs. J. H. Ellis, Mrs. A. C. Ratray, Mr. and Mrs. Ray B. Veris, Mr. and Mrs. J. R. Zimmerman, Mrs. C. C. Graves, Lawrence Sloan, Chas. L. Sauer, Miss Florence Blake, Miss Elsie Blake, Mrs. Catherine W. Sauer.

PASSENGERS BOOKED

By Inter-Island steamer Claudine for Maui ports: E. R. Cameron, L. N. Comiskey, Mr. and Mrs. A. Gones, Wm. Todd, L. S. Liu, A. S. Chai, R. Chong, Miss K. Cornwell, Mrs. Lowell and infant, Mrs. W. A. Fernandez, Miss Lowell, Miss P. Price, Miss Hester, Miss M. Price, Miss Bessie McArthur, Miss Mina Vasconcellos, R. Miles, Mr. and Mrs. E. Kahale, Miss Mary Abraham.
By Inter-Island steamer Mauna Loa for Kauai ports: S. S. Lau.

SPORT HONOLULU TENNIS PLAYERS WILL GO TO MAUI TOURNEY

Local Athletes to Play at Time of Harvest Home Festival Next Week

Local athletes in tennis, basketball, football and other sports will be invited to play at the Harvest Home Festival, which will be held on Maui next week. The festival is one of the most interesting of these events, which, in many years has been a feature of the Maui plantation.

Arrangements for the celebration are as usual in the hands of the Maui Athletic Club, and the local athletes are expected to be invited to play at the festival.

Subject to change, the Honolulu players will be: Nowell and Cunniff, Lattimore and Rice, Knollenberg and Lattimore, and Bockus, Dr. and J. W. Waldron, A. Davis and partner, Castle and Hoogs.

Maui Lineup Not Completed
The players to meet the visitors have not yet been fully decided upon, and in considerable measure will depend upon the windup of the Maui cup series which has been under way for several weeks on the Maui courts, and which will probably be finished this week or the first of next.

Last year Maui won the tennis events as well as all the other sport events, and it is believed that an equally good showing can be made this year, notwithstanding the fact that it is evident Honolulu intends to send the strongest men she can muster.

The committee on athletics is awaiting to hear from Honolulu as to the bowling team which usually comes on Maui and will possibly be received this week that will settle the matter definitely. It is understood that there has been some strong practice going on in the city lately, presumably with a view to retrieving the defeat on Maui last year.

Invitations will be sent out the first of the week to some 500 persons in Maui and Honolulu to attend the sports which will be held in the morning as usual, and be followed by a lunch. In the evening the big Puuene hall will take place at the club house and as usual will be one of the pleasing events of the social year on Maui.

POLICE NOTES
Barnum, a soldier, is reported to have broken his right shoulder blade on Sunday afternoon at Athletic park when he fell while chasing a base ball. He was removed to the Fort Shafter hospital.

Two prisoners argued and then fought this morning back of T. H. Davies & Co's warehouse. Chur Koo Sur got the worst of the scrap when Pimento picked up a brick and hit him on the head. The former was sent to the emergency hospital for treatment.

A raid on the tenement opposite the Kaulaule mission, Vineyard street, last night resulted in the discovery of several bottles of wine and beer which were being sold to people present. This morning a warrant was issued for the arrest of M. Puko, a Hawaiian, for illicit sale of liquor.

The police ambulance was called to the Walters apartment Saturday evening when Mrs. Ah Moi drank some ant poison, because, she told the police, her husband had failed to come home that afternoon. After being removed to the emergency hospital for treatment she was returned to her home.

PERSONALITIES

DICK KEKONA DIAMOND has been ordained a minister of the Hawaiian Naauao church. His commission, issued July 27, was signed by Rev. J. Kekipi, president of the church corporation.

THOMAS J. HEENEY, P. S. Inspector of boilers, leaves this week for the mainland where he is going on both business and pleasure. His trip will probably take him as far east as Washington. Accompanying him will be William Heck, clerk to the inspector's office.

HARRY F. COOPER, son of Mrs. H. D. Cooper, and brother of Mrs. Louise Cooper MacMillan of Waikeke, has been drafted into the United States Army at Butte, Montana. His number was the 317th drawn in Washington. The new draft from California and Montana will train at American Lake, Wash., for at least three months.

Mr. and Mrs. Joseph Smith are the parents of a son, Bernard Momi, born on July 29 at the home on Puu-hale road.

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CAHU RAILWAY TIME TABLE
OUTWARD
For Wainane, Wailuku, Kaneohe and Way Stations—9:15 a.m., 3:30 p.m.
For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:45 a.m., 11:30 a.m., 2:15 p.m., 3:30 p.m., 5:15 p.m., 7:30 p.m., 9:15 p.m.
For Wahiawa and Lihue—9:15 a.m., 2:45 p.m., 7:00 p.m., 9:15 p.m.
For Lihue—9:00 a.m.

INWARD
Arrive Honolulu from Wailuku, Wainane and Wailuku—7:30 a.m., 5:30 p.m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a.m., 8:30 a.m., 11:02 a.m., 1:45 p.m., 3:45 p.m., 5:30 p.m., 7:25 p.m.
Arrive Honolulu from Wahiawa and Lihue—9:15 a.m., 1:52 p.m., 3:55 p.m., 7:15 p.m.
The Haleiwa Limited, a two-hour train (only first-class tickets honored) leaves Honolulu every Sunday at 8:30 a.m. for Haleiwa Hotel; returning arrives in Honolulu at 10:15 p.m. The Limited stops only at Pearl City, Ewa Mill and Wahiawa.
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TIDES, SUN AND MOON.
Date— High Tide Ft. of Tide Low Tide Sun Rises Moon Rises and Sets
P.M. FT. A.M. P.M.
Aug. 6 6:05 1.4 6:35 0:19 12:08 5:36 6:33 Risen 9:21
" 7 7:38 1.4 6:37 0:50 1:25 5:37 6:33 10:02
" 8 8:48 1.5 7:08 1:25 3:10 5:37 6:32 10:47
" 9 9:58 1.6 7:41 2:05 5:28 5:38 6:31 11:35
" 10 11:07 1.7 9:12 2:55 7:40 5:38 6:31
" 11 12:08 1.8 11:15 3:56 8:12 5:38 6:30 6:25
" 12 12:57 1.9 5:02 5:37 6:30 6:29 6:17
Last quarter of the moon Aug. 7

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